PUMPING AIR TO THE DEAD.

A MATTER OF SENTIMENT WITH DIVER BILL HOAR'S MATES.

Hear's Body Still Fast in Boonton Dam -He Chose the Way That Ended in His Death-Job, He Said, Was All Simple Enough, but He Just Didn't Like It.

ECONTON, N. J., April 13 .- No one about the Boonton dam has the slightest belief any longer that Bill Hoar, the diver who is aught in the waste pipe, sixty-two feet under water, is still alive. Only the most sanguine believed that he was alive after Tuesday afternoon. Nevertheless, all night long to-night, as they have been doing every minute since he went under the surface on Monday afternoon, six men are relieving each other pumping air through the pipe into the diver's helmet.

"We know he is dead," said Division Engineer Hennessy to-day, when he was asked why the pumping was kept up. "At least, we know it as certainly as we know anything in this world. But if you were in my place, would you order that numping stopped? I know I can't give the

And the men out on the raft, bending their backs over the pump cranks hour after hour, reflect their chief's feeling.

"Had any signals since yesterday?" a reporter shouted at them from the top of

"No," shouted back the man at the lifeline (he had to shout, for there is a choppy see kicked up on the reservoir that makes the waves break over the men all day and makes ordinary conversation impossible.)
"No: Bill's dead. We're pumping for senti-

If the plans perfected to-day are carried out without a hitch Hoar's body will be recovered late to-morrow afternoon. There has been no effort to reach the diver since yesterday at 1 o'clock. It was perfectly apparent then that no force that would not actually rend his body in two could counteract the suction which was holding

counteract the suction which was holding the lower part of his left leg against the opening of the pipe. It was certain that it was of no use to send divers down to try to pry him away from the grip of the tons of water that were pressing upon him. Every reasonable suggestion that was made had been listened to and acted upon.

There is just one way of relieving from the overwhelming suction Hoar's body and the great wooden ball which he went down to adjust to the opening in the pipe. It is to close the broken valve in the middle of the dam which has made all the trouble. This valve is at the bottom of a seventy foot well through the middle of the dam; it is used to regulate the flow of the country through the pipe of which all the trouble. In a valve at the bottom of a seventy foot well through the middle of the dam; it is used to regulate the flow of waste water through the pipe of which it is a part. The spindle, or brenze shaft which opens and shuts the valve, as broken inside of the bell like cover of the valve. The object of stopping the water at the inlet of the pipe was to make it possible for a machinist to go down into the well and replace the broken parts of the valve. When it was found, on Monday, that the device of rolling the great wooden ball into the opening of the pipe had failed, because the five-inch cable had alipped in between the edge of the pipe and the ball, Bundick was called upon to furnish a diver, and sent Hoar. Engineer Honness went with Hoar down into the 5-foot well in the middle of the dam and showed him how the cap of the valve could be taken off. He explained

of the dam and showed him above the cap of the valve could be taken off. He explained that as soon as the cap came off the water from the pipe would rise to the level of the water in the dam outside, and that any work to be done then must be done at the bottom of a well full of water. work to be done then must be cone at the bottom of a well full of water.

Bill Hoar, who was a very er the man, and something of a machinist a well as a diver, didn't like the job. It was all simple enough, but he just didn't like it. For one thing, he said, the ladder down which he must go to the bottom of the well was perfectly perpendicular and the band of weights about his stomach would make his progress very slow and impede every step of it. Why couldn't he go out into the dam and make the ball tight with sand bags? If he could do that, Mr. Honness was willing, but he reminded Hoar that there would be a very dangerous suction out there. Hoar said he would go down and see about it. He went down, and when he came up said to Mr. Honness.

"I've looked both plans over, sir, and I'd the went down, and when fight in the over if it's

rather make my fight in the open, if it's

all the same to you."

He was so confident that he could work more quickly out at the inlet than in the well that Mr. Honness, feeling, as he says, that a diver ought to know his own job best, gave way. The delay since Tuesday afternoon has been due to the difficulty of finding are there divergence the difficulty of finding are then divergence that the difficulty of the ng another diver capable of carrying out the original plan of going down through the well and taking out the broken gate spindle and putting in the new one, which has been ready for a week. The man who does the work must not only be an excellent diver, capable of working for a long time under seventy feet of water, but he must also be a machinist, as Bill Hoar was. Thirty of the fifty bolts which hold the valve cap

in place have already been loosened.

Mr. Bundick went to New York yesterday afternoon, hoping to find the right man at once-perhaps in time to get in the new gate and release the pressure which is still holding Hoar, dead or alive. Word still holding Hoar, dead or alive. Word reached here last night that he was on his way on a special train. It was a report based on anxious hopes. Mr. Bundick, when he got home, became ill and has not been able to get out here or to find the right sort of a diver all day. He telegraphed late this afternoon, however, that he had found a man and would be out with him on the train ariting at 1978 colcleck termorrow. train arriving at 9:08 o'clock to-morrow morning. If the work goes well, the new valve will be in place and closed at 4 o'clock

walve will be in place and closed at 4 o'clock to-morrow afternoon and the grip on Hoar's body will be released.

The big wooden ball, with its lead core, has already been secured to a 900 foot rope, with which it is to be hauled away to the shore as soon as the water is cut off.

Hoar's aunt, Mrs. James Green, of 16 Franklin street, Astoria, came to Boonton this afternoon with his sister, Mrs. James Ashurst of 116 Vernon avenue, Long Island City. They went out to the dam and saw Mr. Honness; he explained to them what had been done and what was still to be done. Except for the all-night strain of the fight to rescue Hoar on Monday night, it was the hardest pull Mr. Honness ever had in his life. He told Mrs. Ashurst, whose husband has had no work for some time, and who was altogether dependent upon Hoar, that the company would provide for her.

her.

All kinds of suggestions have come to the engineers by telegraph and telephone from people who think that they know more than those on the ground about the sination. Many suggest the use of dynamite, which the engineers say would be worse than useless.

The following announcement was printed the City Record yesterday:

DEPARTMENT OF DOCKS AND FERRIES.

April 9-William J. Hoar of 1869 Third avenue, borough of Manhattan, has this day been appointed as a diver in this department, with compensation at the rate of \$5 per day of four hours and \$1.25 for each additional bour over four hours while employed.

JAPANESE HERO HONORED. Part of Commander Hirose's Body Buriec With Great Ceremony.

pecial Cable Despatch to THE SUN TOKIO, April 18.-A fragment of the body of Commander Hirose, which was brought from Port Arthur, where he was killed on March 27 in the attempt to bottle up the Russian fleet in Port Arthur, was interred to-day with the greatest ceremony. The streets through which the funeral procesion passed were crowded

squadron Still at Vladivestok.

Special Cable Despatch to THE SUN. LONDON, April 14 .- A despatch to the Telegraph from Tokio says that a traveller who has arrived at the Japanese capital from Vladivostok states that the Russian ruiser squadron was still there when he

BLOW, NOT POISON, KILLED HER. The Woman Found Dead in Long Island Woods Was Murdered.

HEMPSTEAD, April 13.-It is now believed that the woman who was found dead in the woods south of Greenfield Cemetery on Monday afternoon was murdered, despite the efforts to make it appear that

she had taken poison.

The autopsy, completed to-day, showed that a blow over the left eye, which fractured the skill, was the cause of death and that the carbolic acid burns affected only the lips and mouth. There was no trace of poison in the stomach. The autopsy also showed that the woman would soo have become a mother.

County Detective Furman thinks that the woman went to the woods to meet a man, that he endeavored to make her swallow poison and that when he failed he struck her over the head. A bottle and a glass, both of which had contained carbolio acid, were found not far from the body.

The woman apparently had expected to go on some sort of a trip, for the valise found by her side contained a change of clothing and some toilet articles. police, however, are at a loss to explain the note found in the woman's chatelaine bag, unless it was written by another person, to carry out the suicide idea. It

I am sick and can get no relief. I hope all will forgive me. I have struggled and struggled. I cannot close hardly an eye at

The note was unsigned. Coroner Wallace said to-night that he thought that he know who the woman was, but declined to tell the name. The most George W. Peasell, who says that the woman had called at her home about a

woman had called at her home about a week ago selling toilet articles.

The visitor asked Mrs. Peasell to write to Mrs. A. W. Daum at Hempstead if she wanted any toilet articles. Mrs. Daum has been receiving mail there, but nothing else is known of her.

The woman was about 35 years old, her hair was streaked with gray and she had blue eyes. She weighed about 125 pounds.
The Coroner's inquest was begun to-day. Motorman Charles Herman, who was one of the witnesses, testified to seeing the woman on April 6 when she boarded his car near Queens and rode to Main and Front. woman on April 6 when she boarded his car near Queens and rode to Main and Front streets, Hempstead. Not long afterward he saw her again walking toward the cem-etery and still later he saw her sitting on a bank near the woods with her head hang-ing forward as if she were in despair.

CONSUL-GENERAL ON RUSSIA. She Is Christian, Young, Manly and Constructive. Lodygensky Says.

Nicholas de Lodygensky, the Russian Consul-General in this city, and Capt. Edward W. Dayton addressed a gathering at the Twenty-third street branch of the the Twenty-third street branch of the Young Men's Christian Association last night on the "Russian Point of View." Capt. Dayton referred to the friendship of Russia for this country and defended the occupation of Manchuria by Russia and the Rus-Mr. de Lodygensky said:

Mr. de Lodygensky said:

If you desire to discover the Russian point of view you must begin by acquiring knowledge of the character of the Russian people. This knowledge will give you the explanation of the history of Russia in the past and of her part in the situation to-day. Finally, the knowledge of the character of the Russian people will afford you a proper foresight of what might and ought to be expected from Russia in the future. In my endeavor to present to you a correct definition of the Russian character, I am most happy in not being obliged to look for arguments. They are all at hand, and the really best ones in the four words forming the title of your noble and grand institution. The only thing to be done is slightly to change the order of these four words.

done is slightly to change the order of these four words.

First of all, the character of the Russian people is Christian: a whole evening would be necessary to liustrate this affirmation by concrete and unquestionable facts drawn from Russian history and Russian actuality.

Second, the Russian people, although counting already ten and a half centuries of historical age, is young; as proof its force of territorial expansion and its power of moral benevolent assimilation and amalgamation of heterogeneous nationalities and even races.

Third, the Russian people is manly; this is witnessed by its patience, endurance and self-control in bad days and its generosity in good ones.

And fourth, the Russian people is not in-

in good ones.

And fourth, the Russian people is not individualistic, but socialistic; and this not in the narrow acceptation of the economical doctrine of socialism, but in the ethnological definition of the two directions of national life: the individualistic, centrifugal, destructive and disintegrating; and the socialistic, centripetal, creative and constructive, directed—in its natural growth—by the Almighty Creator and Constructor of the world, and of its highest part brotherly loving Christian humanity.

MINES OR TORPEDO? Baron Kaneko Thinks the Russian Reports

of Disaster Sound Strange. Baron Kentaro Kaneko, ex-Minister of Justice and of Agriculture and Commerce of Japan, who went to Washington soon after his arrival here three weeks ago, returned to this city yesterday and is at the Holland House.

Baron Kaneko intimated that he believed

Baron Kaneko intimated that he believed that the Petropavlovak had been destroyed by a Japanese torpedo. He said:

"It seems strange that the enemy so often report losing ships by contact with their own mines. I should think that they would prefer as brave men battling for their country to have it known that they met death while fighting to the story that they were killed by their own mines, which must reflect on their own intelligence and ability." Baron Kaneko declared that Japan could

Baron Kaneko deolared that Japan could never agree to any form of arbitration of her controversy with Russia, toward which it is reported overtures are to be made by England, unless the Czar agreed to the propositions of the Mikado with regard to preserving the integrity of Manchuria and Corea with the guarantee of peace in

Asia.
"That," he said, "is our sole object in this
"That," he seek no territory. There was
a period of six months when this suggestion
of six months when this suggestion
of six phitration could have been made. It a period of six months when this suggestion for arbitration could have been made. It is too late now. The people of Japan, I am certain, will oppose it."

Baron Kaneko will be the guest of honor

at a large dinner to be given to-night at the University Club by Stewart L. Wood-

"We Carry Arms and Not Ropes." Special Cable Despatch to THE SUN.

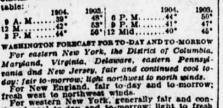
PABIS, April 13 .- The Journal prints this story. When surprise was expressed that nothing had been heard of any Japanese prisoners along the Corean frontier. Gen Mishtchenko replied: "We carry arms and

The Weather.

Fair weather prevailed over all the country esterday, save for a few scattered showers in astern Nebraska, lowa, northern lillinois and There were no storms in sight, but the essure was low in the Central States west of the pressure was low in the Central outes west of the Mississippi and thence southwest to the Gulf of California. The pressure was high in all the Southern States, the Ohio Valley and part of the

Middle Atlantic region.
It was colder east of the Mississippi and Gulf States. Frost was reported in southern Illinois, Arkansas, Mississippi and Tennessee. In this city the day was fair and cooler; wind. brisk northwest; average humidity, 47 per cent.;

to read to sea level, at A. M., 29.94, 3 P. M., 29.91. The temperature yesterday, as recorded by the



Continued from First Page.

put to sea in pursuit of part of the enemy's squadron. In view, however, of an increase in the enemy's number to thirty vessels, our squadron returned to the roadstead. The Petropavlovsk came in contact with a submarine mine. Our squadron entered the harbor. The Japanese squadron is lying off Liaotishan."

SEA FIGHTING RESUMED. It is rumored here that the fighting off Port Arthur was resumed this afternoon. Admiral Ukhtomsky being engaged with eighteen Japanese vessels.

Admiral Molas was among those killed on the Petropeylovsk At the moment of the explosion an aide shouted to Grand Duke Cyril to jump into the sea. The aide was killed. Grand Duke Vladimir's physician left to-night for Port Arthur to attend Grand Duke Cyril.

The disaster has stunned the city. The loss of Admiral Makaroff is felt to be a more severe blow than the loss of the ship. The consternation far exceeds that produced by the initial misfortunes of the war. The Russians are an emotional people night, so I seek something, I don't know and officials as well as the public undiswhat. Good-by, all my people. Don't grieve guisedly wept when they heard the news, after me. I am not worth it. Farewell. of which they only speak now in trembling voices.

> It is characteristic of Russia that while the catastrophe was known early in the day in imperial and official quarters the news only percolated slowly through the aristocratic and middle classes during the day and did not reach the populace at all until evening, when the newspapers were authorized to issue special editions.

The news caused great emotion in the streets. People struggled to obtain copies of the papers, the illiterate grouping themselves around anybody who would read aloud. The impression generally produced was that of gloom. The police ordered all restaurants closed at 9 o'clock as a token of mourning, and the people at that hour went sorrowfully to their homes.

SEA FIGHT AT PORT ARTHUR. Russian Cruiser Bayan and Two Other Vessels May Have Been Cut Off.

Special Cable Despatch to THE SUN. WEI-HAI-WEI, April 13 .- Judging from the report of the British gunboat Espiègle and other reports received here, the naval action off Port Arthur to-day was severe while it lasted. So far as can be ascertained, the Russian cruiser Bayan was steaming toward Port Arthur from the direction of

The Japanese battleship Asahi and four cruisers tried to cut her off. The weather was somewhat hazy, which prevented certain knowledge of what happened, but it seemed as though the Bayan was successfully evading the Japanese vessels.

The cruiser Askold, which could be distinguished by her five funnels, and a battleship, apparently of the Pobieda type, put out from Port Arthur to help the Bayan. The firing was continuous and heavy.

The outcome cannot be reported fully, but the Bayan was seen later with a column of steam escaping from her, suggesting that she had been damaged. It is rumored, but without any confirmation, that she and the two other vessels were cut off and were unable to return to Port Arthur. It is stated that the Japanese subsequently

TOGO'S SPIRITED APPROACH. Great Fleet of Forty Vessels in Splendid Array Went to Port Arthur.

Special Cable Despatch to THE SUN. LONDON, April 14 .- The Times prints a despatch, dated "Off Port Arthur," and sent by wireless telegraph to Wei-Hai-Wei, which says that Japanese torpedo boats attacked Port Arthur early Wednesday morning. The bombardment began at 9:45 o'clock in the morning.

In another despatch the correspondent savs:

"At 4:30 this morning in the dim light and amid rain squalls I saw a squadron of warships in line ahead steering a course similar to our own. As the light increased it proved to be a Japanese squadron of six battleships, followed by a first class cruiser squadron. Six ships were in the line ahead, the third and fourth vessels being the Kasuga and Nisahin, which were making their first appearance in the fleet The Mikasa was leading.

"They were shaping their course for Port Arthur. Forty miles distant from the port the battleships drew out at full speed and the Kasuga and Nisshin left the cruisers and joined the battleships, the other cruisers remaining behind. The interval between them was maintained by the destroyer division and a despatch boat.

"As we neared Port Arthur we found two first class and four second class cruisers already there. This squadron had covered the torpedo boat attack which was made in the small hours of the morning.

"The battleships now hoisted their fighting flags and steamed in formation, the Mikasa leading and the new ships bringing up the rear, to within six miles of Port Arthur's frowning promontory.

"At 10:20 the shore batteries opened, but their fire was only desultory, and it seemed as though Admiral Togo was making a demonstration rather than a bombardment. Three times his fighting squadron circled around in front of the enemy's position, drawing a desultory fire, and at noon Admiral Togo withdrew his battleships to the south.

"It was inspiring to see how the powerful squadron of fighting machines mancuvred. The battleships went boldly in, while the less protected vessels manœuvred with them, conforming to their evolutions at a safer distance.

"Later, although I went closer to Port Arthur than I had ever been before, I saw no sign of any Russian shipping. The shells which fell nearest to us exploded on impact with the water. The Japanese manœuvring was at eighteen knots an hour. As far as I could see they suffered

no damage. "The expenditure of ammunition was

small. It was a magnificent force, the most powerful individual fleet, indeed, that ever sailed the Eastern seas. Including the torpedo craft, there were forty

Japanese vessels." In another despatch the correspondent says that although the Corean ports have ceased to be centres of main military interest, the Japanese are still reenforcing their first army with reserve battalions.

MAKAROFF WAS RETREATING.

Speculation That He Hit a Japanese Mine -Russia's Depleted Fleet.

Special Cable Despatch to THE SUN. LONDON, April 14.-In the absence of any Japanese report, and in view of the fact that the Russian despatches omit to mention anything definite about a fight at Port Arthur, it cannot be determined what the exact conditions of the engagement were.

The reports from Wei-hai-wei, which are the only independent ones, are not precise enough to afford much more than a basis for speculation. The result of the action is sufficiently evident, however, The Russians were retreating under the shelter of their land forts when the Petropaylovsk was blown up.

Discussion naturally turns to the question of responsibility for marking the mine, if, indeed, it was one laid by the Russians. Officials at the Russian Embassy in Paris told an inquirer that Admiral Makaroff recently caused the positions of all the mines to be surveyed carefully, and with characteristic vigilance and thoroughness he superintended the work personally.

It has been generally accepted that the Japanese laid mines outside of Port Arthur early in March, and it may have been one of these that caused the destruction of the Petropavlovsk.

The diminution of the strength of the Russian squadron is commented upon generally as a factor that will entail the gravest consequences for the Russians. They have now only three battleships that are not known to be damaged, namely, the Sevastopol, Peresviet and Pobleda. Their losses in ships thus far are figured here as being three battleships, two cruisers, a mine ship, gunboat and two torpedo hoat destroyers. Rear Admiral Prince Ukhtomsky was formerly Naval Attaché of the Russian Embassy in London. He is known to be an able officer, but it is not expected that he will retain the command. Admiral Skrydloff is naturally suggested unofficially as the successor of Admiral Makaroff; but Admiral Rozhdestvensky, who was selected to command the Baltic squadron, is also

mentioned for the place. LONDON, April 14 .- The Times, commenting on the loss of the Petropavlovsk, points out the discrepancies between the Russian official messages and those of its correspondent. It says there was no sally of the Russian fleet, and the correspondent did not see any Russian ship. Moreover, he evidently was not aware of the sinking of the Petropavlovsk.

The Tipics deduces that it must have occurred before 4:30, and says it is possible that the mine was a Japanese torpedo. It remarks that the Russians seem to use mine and torpedo as convertible terms. Continuing, the Times says it looks as if the Petropaylosyk was caught in the roadstead by the torpedo boats, and as if the other ships, deprived of their Admiral, retired into the inner harbor before the Japanese fleet reached Port Arthur.

This view seemed to be confirmed by says: "The Japanese squadron is approaching." The correspondent saw it approaching, but the torpedo boat attack occurred hours earlier.

Moreover, it is hardly conceivable that a single mine would send a battleship to the bottom with such fearful rapidity, though the simultaneous explosion of several torpedoes would be far more destruc-

MAKAROFF'S VISIT HERE.

Studled Ice Boats on Our Great Lakes and Made Use of Their Ideas. MILWAUKEE, Wis., April 18 .- Vice Admiral Makaroff earned a large part of his reputation on a trip to the United States and the Great Lakes region, where he studjed the ice crushers in use and embodied

their characteristics in his great Ermack which made his reputation as a naval designer. He came to America when still a Captain. He had letters to well known Michigan men. He made his headquarters at Muskegon, Mich., just across the lake from here, and studied the car ferries then in use.

and Kewaunee to learn what were the necessities of those harbors in winter, and how the difficulty of navigation through ice fields was avoided. He then made a trip to Sault Ste. Marie. where ice crushers are in general use, and studied their characteristics also. These ideas he embodied, with some improvements, in the Russian boats which are in general use for opening ice-locked harbors

He made frequent trips to Manitowood

and also on Lake Baikal. CZARINA . OVERCOME. Falls Weeping Into the Arms of the Grand Duchess Viadimir, Mother of Cyril.

From THE SUN Correspondent at St. Petersburg. St. PETERSBURG, April 13.-The Grand Duchess Vladimir received a telegram this morning from her son, the Grand Duke Cyril, saying that his wounds were not severe. When the Czar received despatches giving full accounts of the disaster to the Petropaylovsk he sent a courier to Peterhof, where the wife of Admiral Makaroff resides, to convey his condolences to her.

The Czarina visited the Grand Duchese Vladimir. Her Majesty was overcome by her emotion and fell weeping into the arms of the Grand Duchess. KAISER SENDS CONDOLENCES.

Says Makareff's Death Is "a Loss to the Navies of the Whole World." Special Cable Despatch to THE SUN. ROME, April 13.-Emperor William has telegraphed to the Czar saying: "Russian mourning is German mourning. The death of a man like Admiral Makaroff is a loss to

the navies of the whole world. MEMORIAL SERVICE TO-DAY. The Czar to Attend One in the Chapel of

the Admiralty. From THE SUN Correspondent at St. Petersburg. St. Petersburg, April 13 .- Funeral services for those who lost their lives on the

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The St. Louis Limited is one of the notable trains of the world. It is an up-to-date hotel locomotory. Hotel service is reflected in its appointment. Even the stenographer is on board for the accommodation of patrons without charge. Ladies have a maid at call. The table d'hote service of the dining cars is unexcelled.

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J. R. WOOD, Passenger Traffic Manager

Petropavlovsk will be held in the morning in the chapel of the Admiralty. The Czar will attend. The fêtes in honor of the survivors of the Variag and Korietz, which were sunk at Chemulpho, have been can-

The loss of Admiral Makaroff has caused consternation here. The Admiralty had chosen another Admiral to cooperate with him owing to his recklessness

EARLY NEWS OF FIGHTING. Despatches That Indicated a Serious Clash Off Port Arthur.

Special Cable Despatches to THE SUN. CHEFOO, April 13.-A private despatch from Port Arthur says that the Japanese attacked the port at daylight to-day. Th full Russian fleet went out, under Admiral Makaroff, and, assisted by the forts, drove off the Japanese.

WEI-HAI-WEI, April 13 .- The British warship Espiègle, on her way to this port and while off Port Arthur this morning at daylight, heard heavy firing and saw the flash of guns. She could make out a fligship and three other warships in the distance, but could not tell their nationality.

CHEFOO. April 13. Noon.-The captain of the steamer Lookshan, from Newchwang, reports that he heard heavy and continuous firing from 5 to 7 o'clock this morning in the direction of Port Arthur. No warships were visible. From the sound he judged that the fighting was in progress at the entrance of Port Arthur. LONDON, April 13,-A news agency de-

spatch from Tengchau, via Chefoo, to-day reports that the sound of very heavy fir ng was heard at 6:30 o'clock this morning between there and Port Arthur. It is thought to have been the long expected sea fight among the Miaotao Islands. The Japanese flagship Asahi was seen

off Chefoo yesterday, going westward. There is little douct that the rest of the Japanese fleet was near at nand. The Russian fleet was seen outside Port Arthur vesterdar PARIS. April 13.-A despatch to the Journal from St. Petersburg, of yesterday's date, says that news has been received that the Japanese appeared off Port Arthur

on Monday. Admiral Makaroff immedi ately proceeded to sea fifteen miles and unhesitatingly offered the enemy battle The enemy disappeared in the direction of Newchwang " ST. PETERSBURG, April 13 .- It is officially stated that a warship and several junks of suspicious appearance were sighted off the port of Newchwang on Monday night,

but when the Russian guns opened, at a 4,000 yard range, they withdrew.

SKIRMISHING ON THE YALU. Twenty-two Russian Infantrymen Killed While Trying to Cross the River.

Special Cable Despatch to THE SUN. Toxio, April 13.-There has been sharp skirmishing on the Yalu River. In addition to the engagements previously reported the Japanese repulsed a company of Russian infantry who were trying to cross the river yesterday, killing twenty-two of them.

The Japanese suffered no loss. Some non-uniformed parties were also driven back between Wiju and Yongampho The Japanese cavalry captured twenty Russians in other places yesterday. A Russian party which landed near Yon-

ampho captured twenty Japanese. The Japanese military authorities report that the Captain of the Japanese warship Kaimon, cooperating with the army on the Yalu River, despatched a Lieutenant and five warrant officers and men in a Corean fishing boat up the river, to reconnoitre

last Sunday. The party encountered seven Russians crossing the Yalu and opened fire, assisted by mounted scouts on shore. Afterward more Russians came up in a large fishing boat: but all finally retreated, keeping up the fire, which lasted an hour and a half The Russians regained the right bank and escaped, having one killed and two wounded There were no casualties on the Japanese

LONDON, April 13 .- Admiral Togo's account of the first skirmish on the Yalu conflicts with that of the Russians. He says: "Lieut Yamaguchi, with five men be longing to the cruiser Kaimon, entered the Yalu in a Corean junk and discovered, on Sunday at 2 o'clock, a party of Russians eaving the right bank of the river in a junk Yamaguchi attacked them, a patrol o mounted Japanese on the left bank of the river joining in the attack. Meanwhile second Russian junk joined the first, opening fire on the Japanese. The Rus signs finally retired, reached the right bank and fled inland.

"The exchange of fire last 80 minutes. One Russian was killed and two were wounded. The Japanese had no casualties. The Japanese found 400 cartridges on board

"We believe the Russians were a cavair patrol watching the river. Yamaguch and his men returned safely to the Kaimon. MAKAROFF'S NAVAL CAREER.

One of the Ablest Men in the Service o Russia-Admiral Molas's Work. Vice Admiral Stepan Osipovich Makaroff

had been in the naval service of the Czar forty years, or since he was 16 years old. He was an Ensign for only two years and a Lieutenant six years. In the war with Turkey he commanded the gunboat Grand Duke Constantine, which he himself equipped with torpedoes. His coolness intrepidity and inventive genius won him rapid promotion. He was made a Captain for his services in the Turco-Russian War.

In a four years tour of the world in the corvette Vityaz, ending in 1889, Makaroff collected a lot of hydrographic information that won a high premium at the Imperial Academy of Sciences. He was inspector in chief of naval artillery from 1891 to 1894, and made many improvements in ordnance. He commanded in turn the Baltic and the Mediterranean fleets.

In 1899, while he was in charge of the delences of St. Petersburg, he designed and had built in England the powerful icebreaker Ermack, aboard which he made two expeditions to polar seas. Among his inventions was a peculiar kind of plaster for stopping the punctures in the steel

hulls of war vessels. After the Japanese had crippled the Russian fleet at Port Arthur, Admiral Makaroff was sent to the front by the Czar. The Cathedral at Cronstadt was thronged with his fellow countrymen to bid him farewell. He was raised on the shoulders of his sailors and carried to the altar, where he was blessed by Father John.

Physically, he was heavily built, tall, red heeked, and wore one of the longest brown beards ever seen on a Russian naval officer. Rear Admiral Molas was assistant chief of he Nava! Staff in 1902 and from that place was promoted to be commander of the Mediterranean agua 'ron. He had not been prominent at Port Arthur.

FOUR VESSELS SUNK BY MINES. Russia's Great Losses at Port Arthur by Her Own Submarines.

The battleship Petropavlovsk is the fourth vessel lost by the Russians by their own mines at Port Arthur since the war

The list comprises the torpedo boat destroyer Yenisei, lost on Feb. 11, with three officers and ninety-two men; the protected cruiser Boyarin, sunk on Feb. 14, with 184 fficers and men lost; the torpedo boat Skori, on March 16, and the present loss of the Petro; avlovsk, with 700 or more officers and men. Previous to these losses at Port Arthur.

Russia had several of her great ships there damaged almost hopelessly at the opening attack of the war. These included the great battleships Tsarevitch and Retvizan, both of which have been practically useless ever since, although the Retvizan has been used as a fort. The cruiser Novik was damaged seriously, but is said to have been repaired. The cruiser Pallada also was put out of business. Of the ships lost by the Russian mines

the Petropavlovsk, of course, was the most important. The cruiser Boyarin, lost on Feb. 14, was of 3,200 tons displacement and was built in Copenhagen in 1900 and formerly belonged to the Baltic fleet of Russia. She had a speed of 22.5 knots and carried six quick-firing 4.7-inch guns, eight smaller

rapid-firers and four torpedo tubes. The torpedo destroyer Yenisei, lost on Feb. 11, was of 2,500 tons displacement she was launched at the Batlic works in St. Petersburg in 1901. She had an armament of five 12-pounder and three 3-pounder guns in addition to her torpedo outfit.

PETROPAVLOVSK 10 YEARS OLD.

Lost Battleship Was Launched in 1894 -Copy of England's Royal Sovereign. The battleship Petropaylovsk was lai down in March, 1892, and launched at St Petersburg in 1894. Her engines, of the Petersburg in 1894. Her engines, of the triple expansion type, were made in England. She was of 11,000 tons displacement, with a sea speed of fifteen knots. She was protected by an armor belt 15.7 inches thick and 280 feet long, and had a deck protection of 3½ inches, all of Harveyized steel. Her armament consisted of four 18.4-inch guns in her two main turrets, protected by ten inch armor; twelve 6-inch rapid firers, thirty-two guns of less calibre and five five-barrelled Hotchkiss guns. Like her sister ships, the Poltava and Sevastopol, she was a reduced and modified copy of the British battleship Royal Sovereign. She was debattleship Royal Sovereign. She signed to carry a crew of 750 men.

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is but the spontaneous mental activity natural in a boy. One can readily forgive it—until his garments bear marks of it. We have made a specialty of suits and coats for boys at \$3.75 and \$5.00. of good fabrics, well 'tailored, upon which even strenuous mischief cannot leave its imprint.

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For garments of their character \$5.00 and \$6.50 would still be a modest price.

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TO END THE ASPHALT STRIKE Conferences Begun, but Meantime the

Laborers Are Going Back to Work. A conference between a labor committee and representatives of the asphalt companies with a view to settling the asphalt strike began yesterday and will be coninued to-morrow. Nothing has yet, been ecomplished. The engineers at the plants, the roller engineers, pavers, curb setters and teamsters have struck in sympathy with the laborers.

The labor committee asked for recognition of the asphalt workers' union of unskilled workers. The companies refused this and also refused to discharge any of the non-union men employed in the strikers' places. H. Haggerty, secretary of the Sicilian Asphalt Company, said last evening: "The Italians who struck are returning

to work. The men remaining out are those who struck in sympathy. I expect in a few days the whole thing will be ever." Russians Fortify a Town Opposite Wijn,

Special Cable Despatch to THE SUN. SECUL. April 13.—Japanese telegrams from the north say that the Russians have strongly fortified Kiulenchong, a walled

town opposite Wiju. It is estimated that 20,000 Russians are now at Antung ready to oppose a Japanese at-tempt to cross the Yalu.

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Bedroom Furniture in all the light woods and enamels. Brass and White Enamelled Bedsteads in newest patterns.

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ADRIAN ISELIN. JR., LAWRENCE WELLS,
Sec's and Treas.

COLES.—On Tuesday, April 12, 1905, Catherine Coles, widow of Alexander Coles, in the 72d year of her age.
Funeral private.

COLIE.—At East Orange, N. J., Tuesday, April 12, 1904, Elizabeth Dayton Colle, widow of Daniel P. Colle and daughter of the late Levi Dayton. in the 78th year of her age. Funeral Friday, April 15, from her late home, 32 North Arlington av., at 4 o'clock. Please omit flowers. Interment at convenience of

DUNHAM .- At New Brunswick, N. J., on Tuesday April 12, 1904, Grace Vrel, only daughter of Andrew L. and Mary M. Dunham. Puneral services at Christ Church, New Bruns-wick, on Friday, April 15, at 4 P. M.

INKLEY .-- At Poughkeepsle, N. Y., on April 11, 1904, James W. Hinkley. Puneral service at Christ Church, Poughkeepsie, on Thursday, April 14, at 8 P. M fRVING.—Suddenly, at Liberty, Monday, April 11, Percival R. Irving, only child of John and Josephine E. Irving. Services at the Mortuary Chapel, Greenwood, at convenience of the

MAGPARLAND-FURNISS.—On Tuesday, April 12, at New York, Hetty MacFarland-Furniss, wife of W. P. Furniss and daughter of W. W. MacFarland. MacFarland.

Funeral services at her father's residence, Arro-char, Staten Island, on Friday, at 3 P. M.

REID.-William Reid, formerly of West Hoboken N. J., and New York city, on April 12, after a long illness, at Appleton, Wis, in his 66th year. Interment at Machias, N. Y. STARRING.—On Monday, April 11, at Pasadena, Cal., Gen. F. A. Starring, in the 70th year of

his age. Notice of funeral will be given hereafter. CEMETERIES.

Great Pinelawn Cemetery. 2,315 acres. Round irip tickets 50c., at office. 25 Broad St., N. Y.